

**Canadian National
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Date: 2/28/2000

To: Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K St. N.W.
Washington, DC 20423-0001

ENTERED
Office of the Secretary

FEB 29 2000

Part of
Public Record

Re: Canadian National Railway Company,
Burlington Northern Santa Fe Corporation
Common Control (STB Finance Docket No. 33842)

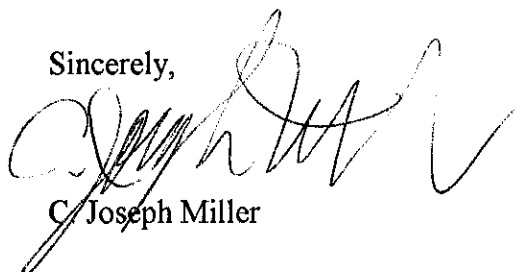
Dear Secretary Williams:

The enclosed original statement of KBM Corp. came direct to my office. As it did not contain the necessary address or docket reference, time not permitting, I have taken the liberty of superimposing the missing address and docket reference on the copies and taped the address and docket reference on the original.

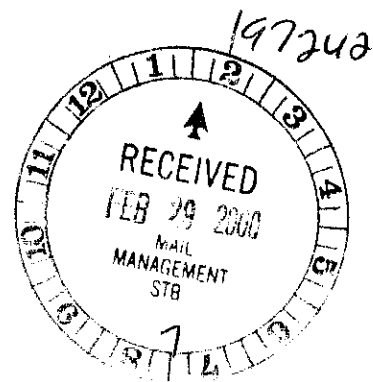
I respectfully request waiver of the electronic submission format for the accompanying statement and ten copies.

Thank you for your consideration.

Sincerely,



C/ Joseph Miller

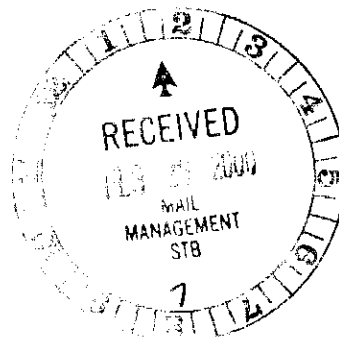


Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K St. N.W.
Washington, DC 20423-0001



Re: Canadian National Railway Company,
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Common Control (STB Finance Docket No. 33842)

**VERIFIED STATEMENT
OF
KENNETH KOZAK
ON BEHALF OF
KBM CORPORATION**



My name is Kenneth Kozak and I am President of KBM Corporation in Oconto Falls, Wisconsin. The office address is P.O. Box A, Oconto Falls, Wisconsin 54154-0996. **ENTERED
Office of the Secretary
FEB 29 2000**

KBM is a shipper and broker of lignin, and we have been in the business for 20 years. Each year we ship approximately 100 twenty-thousand gallon tank cars of lignin material by rail, while using the services of all the major rail companies available. **Part of
Public Record**

We understand that Burlington Northern Santa Fe and Canadian National are requesting authority to enter into a transaction that would put them under common control. We strongly support this application as the combined company will create a rail network that should offer significant opportunities for service improvements and efficiencies.

KBM believes the proposed single-line service will improve utilization of our tank car fleet through better, more direct and faster service. We also anticipate that increased efficiencies will result in decreased or stable freight charges. This would allow us to remain competitive and reach new markets that presently are not economically viable.

KBM supports the application for common control. We urge the board to approve the acquisition because this seems the best way to improve service, enhance efficiency, lower costs and as a result promote the growth of rail traffic.

I, Kenneth Kozak, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement executed on this 17 Day of February, 2000.